

NATIONAL PARK AT TICONDEROGA APPEAL FOR GOVERNMENT PURCHASE.

Historical Society Working for This Object to Show Clambake Guests Over Eventful Battlefield.

(Written for The Tribune by an officer of the Ticonderoga Historical Society.) If one were to ask the average "grown-up" what Fort Ticonderoga and its environs stand for historically, he would probably answer that they had to do with Ethan Allen, the Continental Congress and the Great Jehovah, but the schoolboy or girl, fresh from his or her history, would tell you, and correctly, that from the Ticonderoga of the country by Samuel de Champlain, in July, 1666, down to the close of the struggle for liberty in the last quarter of the 18th century they were measured by the memorable events that occurred in them.

They would tell you of Champlain's part in that famous battle between the Algonquins and Iroquois that took place on this historic ground in July, 1609. They would also tell you that on the great water highway between the north and south no point was so vital as the bold promontory on which the ruins of Fort Ticonderoga now stand, commanding as it does the Narrows of Lake Champlain and the Ticonderoga River, which lead to the beginning of the grand portage from the foot of the first fall to Lake George.

They would tell you how Abercrombie, with the general Lord Howe, came against it with the flower of the English regulars and Colonial troops from the head of Lake George, the one to meet an untimely death in a skirmish at the junction of Trout Brook and the Lake George outlet, the other to suffer a defeat more bitter than death at the hands of Montcalm and his sturdy band of less than one-third their number at the French lines above the fort.

ETHAN ALLEN AND ARNOLD.

They will follow with the inglorious retreat of the inefficient Abercrombie and the coming of the victorious Amherst, who took Fort Carillon the coming year, the name then being changed to Fort Ticonderoga, the event marking the turn of the tide, which rapidly ebbed, till a short time later, on the plains of Abraham, the final struggle between the glorious Wolfe and the gallant Montcalm marked the ending of French power in the New World.

Then the daring Ethan Allen, with Benedict Arnold disputing for precedence, appears, and in the year 1775, the English officer in command, demands the surrender of the fortress in the name of the Great Jehovah and the Continental Congress. Then, two years later, comes the investment of the fort by Burgoyne, whose engineers fortified the heights of Mount Defiance, which commanded so completely the defenses of Fort Ticonderoga that St. Clair, the officer in charge, had no option but to evacuate and save, if possible, the army of occupation, which difficult feat he successfully accomplished, though losing in his departure the first American flag ever flung to the breeze in an actual engagement.

Now old Fort Ticonderoga stands deserted and neglected, the prey of the ruthless relic hunters and the thoughtless boy, its greatness in the past, its grandeur in its history, its interest to the people for protection and preservation falls on deaf and heedless ears.

It is the prime object of the Ticonderoga Historical Society to obtain through federal action the purchase and nationalization of the battlefields of Fort Ticonderoga and its environs in just recognition of the historical character and the interest of the memorable events that have occurred during the last three hundred years on what Parkman has so aptly named "the school ground of the Revolution."

It is the plan of this society to obtain the passage of the necessary legislation at the coming session of Congress, possible to the end of these months, to be dedicated at the coming tercentenary celebration next July as a national battlefields park in memory of the gallant heroes, to the number of many thousands, who lie buried on these historic grounds, where they fell to maintain the flag of France, or plant the cross of St. George, or to establish the flag of the free, the brave and the true, which were unfurled for the first time in actual battle at Fort Ticonderoga.

A NATURAL SETTING.

This beautiful promontory, with its commanding elevation, its beautifully wooded slopes, its wave-swept shores, its rugged and its forested hills, looks covering on the east the fair hills and green mountains of Vermont; on the north the valley of the Champlain; on the west the peaks and passes of the Adirondacks, and on the south the valleys and mountains that make the eastern setting for Lake George, is already a national battlefields park in the eyes of the people, and its preservation and maintenance is the national duty.

Stretching away from the crescent shaped hillside that forms the northeast slope of the promontory on which Fort Ticonderoga stands is a level plain, practically as smooth as a lawn, covering an area of two hundred acres or more, which General Grant, when he visited the site in 1862, called the "Ticonderoga plain," and it is the most beautiful of the finest natural parade grounds he had ever seen.

Still another object of the Historical Society is the preparation of the town and people not only themselves to enjoy the approaching tercentenary celebration, but to aid the stranger within their ranks in obtaining an intelligent acquaintance with the Ticonderoga and its surroundings, and to stand for American history and a real knowledge of what was here determined in the establishing of freedom on our shores.

The efforts of the historical society in this direction will cover the appropriate marking of the localities where the important military roads and trails from one point to another.

The society's campaign to attain these objects will begin with a clambake for the press of the Champlain, Mohawk and Hudson River valleys at old Fort Ticonderoga on Wednesday, September 2, at which able historical competitors will take part, and at which the memorabilia of events that have occurred in American history and a real knowledge of what was here determined in the establishing of freedom on our shores.

BRITISH TRAVELLING INFORMATION.

Counsel J. Perry Worden, writing from Bristol, describes a new form of railway advertising to aid travellers in England. It has been the custom of English railways to display in the stations and inside of the railway coaches a large number of photographs, showing the scenic attractions of their respective lines. So acceptable have these photographs become to the public, and to such an extent has it undoubtedly contributed to increased travel, that the Midland Railway of England has recently introduced still another device designed to inform the traveller and to assist him in determining routes.

These maps are attracting much attention, since they are not merely pictorial, but are of equal value to cyclists and even pedestrians. Cyclists, in particular, are especially interested in them, for they not only show the route, but also the character of the ground, and the position of the railway stations. The maps are of equal value to cyclists and even pedestrians. Cyclists, in particular, are especially interested in them, for they not only show the route, but also the character of the ground, and the position of the railway stations.

EFFECTS OF THE ACTIVITY OF ANTS UPON HOUSEHOLD ARTICLES.

Very often travellers in the tropics, on putting on their boots, suddenly see them crumble into dust. They have been eaten to a shell by ants.

—Illustrated London News.



THE ANTS' LOVE OF LITERATURE: OTHER VOLUMES DESTROYED BY THE HAVOC THEY WORK ON A BOOK. THE INSIDE OF A PIECE OF WOOD EATEN AWAY BY ANTS.

WATERLOO OF CULEBRA ANTS

GARDEN SAVED BY ELECTRICITY.

Panama Canal Engineer Protects Vegetables with Batteries—Tens of Thousands of Invaders Slain.

A few months ago a visitor to the Panama Canal stood on the edge of the Culebra cut accompanied by one of the engineers of the central division, and looked down upon a scene of desolation, laborers drilling blast holes and shifting track for the steam shovels.

"Surprising activity for men in this climate," he remarked.

"Get more work out of these hordes in one day than they got out of the Italians that dug the New York subway in two," replied the engineer.

"Yes, we have two active armies at work here," he continued. "The army of construction and the army of destruction. The destroyers are little fellows, but they are here by the millions. Never sleep. Toss all day long. Never do any good; only undo things and destroy."

"You mean the idle, plotting revolutionists, I suppose," said the visitor.

"No revolutionists here," laughed the engineer. "Ants. There's a thousand of them at your feet now."

The visitor looked down and saw a thin, brown, irregular line that began in the jungle and continued down the side of the cut till the eye could no longer see it.

"That line goes clear across the cut," said the engineer, "and wends its way for miles into the jungle on the other side. Lord knows what they are building over there, but they certainly keep at it."

The observations of the engineer prompted the visitor to look into the ant problem, and it was found that all sorts of schemes fairly successful had been undertaken to keep the ant out of the houses and truck gardens of the Isthmian Canal Commission.

The abundance of rain (about 112 inches annually) that falls on the isthmus and the rich, red soil that is everywhere afford an excellent opportunity for the cultivation of vegetables and landscape plants, but the invasion of the ants has been a handicap to the truck gardeners in the canal zone.

In 1905 the Isthmian Canal Commission made three experimental truck and landscape gardens at Ancon, Corozal and Empire. Six acres are now under cultivation at Empire, and a fourth garden is contemplated by Pedro Miguel. The gardens are irrigated during the dry season by galvanized iron pipes and various faucets about one hundred feet apart, with hose attachments. The staples of the zone contribute all the additional fertilizer needed to enrich the soil.

Finally, the two great problems the gardeners had to contend with. The fungous diseases were treated with bordeaux mixture, and the ants and other leaf-eating insects were combated with arsenate of lead and paris green.

CHEMICALS OF NO AVAIL.

The ants were destroyed by the thousands, but they always came back with stronger reinforcements, and a new method of attack was planned by their human enemies. The gardeners hit upon a scheme of putting carbon bisulphide in their insect-formicaries, setting it on fire and causing a subterranean explosion. The fungus destroyed the ants, and they kept away for a while, but as the truck gardens took on a semblance of prosperity the ants returned twentyfold. The army of destroyers seemed to have passed the word along to their neighbors in remote parts, for great files moved to the truck gardens from all points of the compass.

The ants, however, were not the only citadels the ant army attempted to take. They invaded the sacred precincts of the home and caused the blush of humiliation to come to the cheek of a matron of Empire who had made great preparations to entertain at dinner a party of guests from the States.

There were only four in the woman's family—her husband, herself and two sons. Four visitors had come for dinner, and she remembered that two extra leaves must be put into the table that all might have room to dine. The maid did not know how the leaves were inserted, and the woman of Empire undertook the task. A servant brought out a thin iron crate that held his garden leaves, and she slipped the charger of the hostess, the two heavy mission oak table leaves fell into a crumbled mass when she tried to remove them from the crate. The leaves were of the hardest oak, and had been on the isthmus only two years, but the ants had cut them up, probably during the first year.

It remained for Edward Schildbauer, an electrical and mechanical engineer of Colonel Goethals's designing staff, to stem the tide of ant invasion by electricity. He had given much time to the study of ant destruction by the use of chemical mixtures, but he abandoned it as a hopeless task and turned his attention to electrical destruction.

GROUND DEALS DEATH.

"It seems to me," he remarked one day to one of the designing engineers, "that if electricity will open and close the proposed gates of the great Gatun locks and kill a man whom the law has ordered to be put to death it ought to wipe out or at least keep off that miserable insect called the ant."

Mr. Schildbauer went into his garden, a few one morning armed with a dozen batteries, a few coils of insulated wire and two files. He had observed that the ant army entered his garden from only one point, and he found the path. He laid across it two parallel steel files and connected up each on the circuit. As the ants stepped from one file to the other they were electrocuted, but they soon found out something was wrong and they diverted their path, marching around Schildbauer's electrical dam.

Schildbauer gave up the electrical destruction as impracticable, but his idea was made effective by H. F. Tucker, his associate, whose garden has not known an ant since he put up his electrical barriers.

Mr. Tucker's plan was on a larger scale. He smoothed off the ground around his garden and made a level path for about fifty yards of copper wire, and protected it from short circuits. He connected the wire with a powerful battery, and the moment

A GREAT SILENCE ON THE EAST SIDE

AIRSHIP CREATES AWE IN THE MOTLEY THROG.

"Like the Coming of a Strange People's God" Exclaimed One Who Watched It Drift.

By Cecil J. Dorrion.

Curious thing about the lower East Side—and many have already discovered it—that although you are always running up against something there it is seldom what you are looking for. Perhaps that is what makes it great—for the lower East Side is great. If it were a person, you would call it a genius. When you go there looking for something serious it often deals you out sadder and wiser. For some it takes only one experience to learn this peculiarity, while for others it takes many.

This is a story of two novices who learned it in one afternoon. One of them was a writing novice and the other a drawing novice, and they had jointly heard a great rumor about the Lower East

Side.

"I'd like to build a huge vat and throw the whole bunch in," muttered the boy novice, as he bent his head and braced his shoulders against the crowd and the wind.

But the girl novice did not hear a word, for though he was close at her side his clear voice had not carried through the noise.

Suddenly a man in the crowd shouted out something in a harsh tongue and looked up excitedly into the sky. Then those near him looked, and those near them, till the circle of white faces widened like the waves from a stone dropped in a pool. The whole black hatted throng swept white with faces lifted to that curious silence that down the narrow street—that curious silence that greets you when your big clock has suddenly stopped ticking and you don't know what has happened. Of the whole hurrying mass nothing moved.

When the two novices who had gone to probe the Lower East looked up they saw, away up there in the gray quiet of twilight, dim and misty as a dream bubble, a great airship balloon, sailing over the city "like the coming of a strange people's god," exclaimed one old Hebrew who looked like a rabbi.

Perhaps folks down there had never seen one before—the wonder in their white faces would make one think so—but the two novices will certainly never forget that gift which the mysterious Lower East had given them. We can read of the Indians in the midst of confusion and the women of the Hudson before the slow drift of the Half Moon up the river. So can we imagine the armies of Montezuma gazing upon the gleaming armored ranks of Cortez. But the novices knew of no other place—and, indeed, is there such another on this side of the big water?—where there is any wonder left in people to-day?

The balloon drifted slowly past and was gradually shut from view by the sharp corner of a warehouse.

With an almost perceptible sigh of returning life, the mass slowly awoke, stirred and broke up into its moving, shouting, rattling parts again.

The novices continued on their way, more and more content that that part of town where the primitive in many forms is still allowed.

PROFESSIONAL SCHOOL RANKINGS.

New York University, with 845 students, maintains the largest law school, Michigan ranking second, Harvard third and Minnesota fourth. Harvard being the only one of the four to demand a baccalaureate degree for admission.

The largest medical registration (500) is found at Pennsylvania, Northwestern being second and New York University third. As for the graduate schools, Columbia, with 525 students, has by far the largest attendance, her nearest competitors being Harvard with 442, Chicago with 381 and Wisconsin with 333 students.

Minnesota has the largest number of students of agriculture, 87, enrolling more than twice as many as Illinois, its closest numerical competitor, while the latter leads in students of architecture, 150, being followed by Columbia.

New York University has the largest school of commerce, 675; Pennsylvania the greatest number of dental students, 298; Northwestern still leads in divinity, with 227 students, and Yale in forestry, 61, although some of the state universities may actually teach forestry to a greater number of students. Syracuse has the largest school of music, 637, and Columbia the largest teachers' college, 831.

The Illinois School of Pharmacy, with 295 students, is closely followed by the New York school affiliated with Columbia—Yale Alumni Weekly.

RUINS OF FORT TICONDEROGA AS THEY APPEAR TO-DAY.

Efforts are on foot to induce Congress to preserve these ruins and the battlefields near by in a national park.



THE NEW FRANKLIN UNION IN BOSTON. Just completed. Built from fund left by Benjamin Franklin, supplemented by a Jewek Carnegie.

THE SILENCE OF WONDER.

The crowd was so musty and so obviously unwashed that the novices, shrunk to their smallest proportions, were trying to dodge through without touching any one.

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GRAND TRUNK DEVELOPMENT.

Plans of New Canadian Line for the City and Town Building—Prince Rupert Terminal.

Counsel A. G. Severy, in writing from Collingwood, says that the growing interest in Canada will be the completion of the Dominion's second transcontinental railway, gives the following account of the progress of this project.

From Winnipeg to Edmonton the prairie section of the Grand Trunk Pacific is practically completed, the line being about 1,000 miles long, and will take three years more to finish. It will be a long and important link in the chain of lines between the Hudson River and the coast of the Skeena River.

Experience of the past has led the railway company to deal with the track of the main line to control as much as possible the location of the building of the future cities. On the prairie section nearly a hundred of these cities have been planned, and all but a few on the north side of the railway. The main street of each town is to run at right angles with the track of the main line. All the houses are rectangular blocks. Parallel with the railway and adjoining the depot right of way, a long row of houses will be built, and the houses will be grouped in one block in a place convenient to the town.

Prince Rupert, at the terminal of the Grand Trunk Pacific, is an island. The town is to be built on the slope of a mountain, whose grade begins a few hundred yards back from the water. It is alleged that for a harbor Prince Rupert has no equal on the Pacific Coast. It is sheltered, its approaches are easy and free from all impediments of navigation. The harbor is one to one and three-quarter miles wide and extends inland a distance of ten miles. Prince Rupert is the most exclusive place on the coast. People who have no business there are not allowed to land. The future city is not yet ready to receive any one unless he is directly connected with the railway company. The government and the Grand Trunk Pacific own all the waterfront and no arrangements have been completed for placing any property on the market. It is, however, announced semi-officially that the sale will take place in September next.

The promoters of Prince Rupert expect the town to become a great factor in the Pacific commerce. The product that in a quarter of a century it will be one of the leading exports on the Pacific Ocean. Prince Rupert will be a great port for the export of the Yukon, and the steamship concern, Orient Line, Vancouver, and the steamship company now allied to the Grand Trunk Pacific system has announced that the moment the transcontinental line is completed it is ready to inaugurate a Prince Rupert-Hong-Kong steamship service across the Pacific—Consular Report.

THE CROWN OF PORTUGAL.

The ceremonies attending the accession to the throne of the new King of Portugal, were celebrated in a manner from those observed by other royalities, in that the new monarch was acknowledged by acclamation. Since the year 1870, when the Portuguese crown was dedicated to the Virgin, who is the guardian of the country, no king has ever assumed the right to wear it or has put on his traditional splendor on that account. When, in accordance with custom, the president of the Chamber of Deputies assumed the ancient formula, "I salute the very high, very powerful and very faithful King of Portugal, Dom Manuel II," the entire chamber rose to its feet and shouted his enthusiastic acclamation. This ceremony was afterwards repeated from the grand balcony to the applause of the populace.—Harper's Weekly.

WHERE THE "GOOD UN'S" ARE.

An American actor was once seeing London from the top of a bus. As they swung down the Strand he asked the driver to point out the "good un's." "Right," he agreed, "there's a 'good un' touching his hat. There's a 'good un' where they 'ang on.' A little further on the Parliament 'ouse' is there. There's a 'good un' in the 'obby, where they buried the good un who didn't get 'anged.'—Dundee Advertiser.

CARNEGIE COMPLETES FRANKLIN GIFT

TRADE SCHOOL OPENS NEXT MONTH.

Patriot's Bequest 117 Years Ago of \$5,000 Has Grown Into Fund of Over \$300,000.

Boston, Aug. 23.—When the Boston school opens next month they will include the new Franklin Union, a trade and industrial school, which has just been completed. The union is an institution modeled after the Cooper Institute in New York. It provides free training for young mechanics and artisans who have already served an apprenticeship in the workshop or factory. It was made possible by a bequest from Benjamin Franklin, 117 years ago. He died on April 17, 1790, and in a will he left to the inhabitants of Boston a thousand pounds sterling, the income of which was to be expended by the "Selectmen of the town, associated with the ministers of the oldest Episcopal, Congregational and Presbyterian churches," were to lend upon certain stated conditions the fund at five per cent "such young mechanics, artificers under the age of twenty-five years, as shall have served an apprenticeship in said town and faithfully fulfilled conditions required in their indentures, so as to obtain a good moral character from at least two respectable citizens, who are willing to become their sureties in a bond."

Franklin estimated that in a hundred years the fund would have reached \$1,000,000, which amount it should be expended in "public works which may be judged of most general utility to the inhabitants, such as fortifications, bridges, aqueducts, public buildings, pavements, or whatever may make living in the town more convenient to the people and render it more agreeable to strangers resorting thither for health or a temporary residence." The remainder of the fund was to be used for other purposes, should be lent as before for another hundred years, when it should be divided between the city of Boston and the commonwealth of Massachusetts.

The first period of one hundred years expired on May 2, 1891, and the sum available for the use of the city did not meet the expectations of Franklin, owing to changed conditions that made it impossible to obtain the amount that he had expected. The sum at that time was only \$100,000, and the Board of Aldermen, the ministers declining to act, decided to purchase land on which to erect a trade school. Later a commission was appointed to administer the fund, and land was bought in Berkeley street for \$100,000. Then a serious problem arose. The fund was not sufficient to erect the building and leave a sum the income of which would maintain the school. Andrew Carnegie sent his check for \$250,000, which supplied all the amount the commission had on hand when the work was begun. This insures the perpetuation of the Franklin Union and carries out the desires of Franklin.

About \$60,000 has been spent in equipment. The school will be in charge of Walter B. Russell, who has not yet selected his staff of instructors. This will be a progressive school, which will profit by the experiences and experiments of the Cooper Union and the Pratt and Mechanics' institutes. The ventilation will be automatically regulated by thermostats, and the chemical laboratory and hall will have entirely separate systems from those in other parts of the building.

The lighting is another feature. A person may sit at any desk and turn on the light without its casting a shadow elsewhere. The floors have been designed for durability and sanitation, and the smallest atom will not find lodgment in a crack, for there are no cracks. On the first floor are the library, director's office and two classrooms. The hall on this floor extends to the second floor. It has a seating capacity of one thousand, with a good sized balcony and three separate entrances from the street. The best possible lanterns and screens have been provided for the lectures. On either side of the stages are the coats-of-arms of Massachusetts and Pennsylvania, woven into the frescos.

The second floor has been divided into numerous classrooms, and the third floor is occupied by the departments affiliated with mechanics. One room is used for lectures, and the other large rooms are for drafting. All the other rooms are for classes. On the fourth floor are the chemical laboratory and other lecture rooms. There will also be more drafting and class rooms here.

In the basement are the steam, hydraulic and electric laboratories, as well as a power plant that has been so designed that it may be used in giving instruction to students. There are two separate fireproof staircases in the building, and in the rear are two fire escapes. A telephone system connects every room.

The exterior is of Indiana limestone, surmounted with three stories of brick, and white stone trimmings.

OLYMPIA REVIVED.

Fourteen years ago, that is to say, in May, 1894, the city of Olympia, in the State of Washington, was the scene of a great athletic meeting, in which men greatly interested in all forms of athletics, says "The London Globe." These enthusiasts, who were gathered together to consider the expediency of re-estimating the Olympic games, were the guests of the initiative of Baron Pierre de Coubertin, the general secretary of the French Athletic Union, and who is now the president of the International Olympic Committee. The meeting was held in the city of Olympia, and it was there that the Olympic games were revived.

The Olympic games were revived in 1896, and since that time they have been held every four years. The next Olympic games will be held in 1912, in Stockholm, Sweden. The Olympic games are a great source of interest to the people of all nations, and they are a great source of pride to the people of the country in which they are held.

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